

EVENTS/ACTIVITIES/TEMPORARY WORKS

CONSTRUCTION FENCE ART



Artist Unknown. Construction fence on State Street, Madison, WI.



Maya Barkai. Construction fence mural. New York, NY.



Ladies Fancy Work Society. Crocheted fence. Denver, CO..

OUTDOOR EXHIBITIONS AND EVENTS



Wing Young Huie. University Avenue project 2010, Saint Paul, MN.



Wing Young Huie. University Avenue storefronts. Saint Paul, MN.



Terry Evans. Millenium Park exhibition. Chicago, IL.



Michael Murnane and Andrew Saboe. Northern Spark 2011. Saint Paul, MN.



Jim Campbell. Northern Spark 2011. Saint Paul, MN.



Christo and Jean Claude. The Gates in Central Park, New York, NY.

DISTINCT GATEWAYS

VERTICAL SCULPTURAL MARKERS



Cliff Garten. Houston, TX.



Cliff Garten. Phoenix, AZ.



Ray King.
Philadelphia, PA..

WAYFINDING/SIGNAGE/INFORMATION



Artist and location unknown.



Kurt Kiefer. Portland, OR.

MURALS INTEGRATED WITH ARCHITECTURE



Mike Mandel. Richmond, VA.



Robert Healey, East Los Streetscapers. Los Angeles, CA.

PEDESTRIAN-SCALED GATEWAYS



Artist and location unknown.

DISTINCT GATEWAYS

STOREFRONT ENHANCEMENTS



Anne-Marie Karlsen. Chicago, IL.



Javier Tavera. Minneapolis, MN.



Artist unknown. Nicollet Mall, Minneapolis.

PEDESTRIAN BRIDGES



Al Price. Phoenix, AZ.



Barbara Grygutis. Chandler, AZ.



Laurie Lundquist Nisbet. Phoenix, AZ.



Siah Armajani. Minneapolis, MN.

ROUNDAABOUTS/TRAFFIC CIRCLES



Steve Jensen. Olympia, WA.



Artist Unknown. United Kingdom.



Janet Echelman. Porto, Portugal.

GALLERIES/ENSEMBLE OF INTEGRATED AMENITIES

SCULPTURAL WAYFINDING



Kurt Kiefer. Seattle, WA.

SCULPTURAL SEATING/SMALL GATHERING PLACES



Jill Sebastian. Madison, WI.



Jill Sebastian. Madison, WI.

BIKE RACKS



Isaac Duncan. Louisville, KY.



Pittsburgh (PA) Bike Rack.

BENCHES



Mary Laredo Herbeck. Detroit, MI.

PLANTERS



Brad Goldberg. Nicollet Mall, Minneapolis, MN.

TREE GUARDS AND GRATES



Lisa Elias. Minneapolis, MN.



Lois Teicher. Detroit, MI.



Anjelica Pozo. Cleveland, OH.

WORKSHOP #3 — ENDORSED PUBLIC ART APPROACHES/CONCEPTUAL CATEGORIES

GALLERIES/ENSEMBLE OF INTEGRATED AMENITIES

FENCES/RAILINGS/GATES



Lisa Elias. Minneapolis, MN.



Eric Powell. Berkeley, CA.

MANHOLE COVERS



Nancy Blum. Seattle, WA.

PAVEMENT CARPETS, INSETS AND DETAILS



Andrew Leicester. Saint Paul, MN.



Everyday Poems for City Sidewalk.
Saint Paul, MN



Cliff Garten. Saint Paul, MN.



Mike Mandel. Cambridge, MA.



Brad Goldberg. Nicollet Mall, Minneapolis, MN.

CAST-IN-PLACE CONCRETE RETAINING WALLS



Carolyn Braaksma. Denver, CO.



Seitu Jones. Saint Paul, MN.



Michael Mercil. Saint Paul, MN.

GATHERING/MULTI-USE SPACES/IMPROVISED USES

SCULPTURAL CENTERPIECES



Howard Ben Tre. Nicollet Mall, Minneapolis, MN.



Rob Neilson. Los Angeles, CA.



Myklebust and Sears. Minneapolis, MN.

AMPHITHEATERS



Athena Tacha. Louisville, KY.



Jody Pinto. Phoenix, AZ.

GAME TABLES



Ned Smyth. Checkers table. New York, NY.



Chess players on Michigan Avenue near Millennium Park, Chicago, IL.

GARDEN GATHERING PLACES



Robert Irwin. Los Angeles, CA.

PARKS/STORMWATER AMENITIES

SCULPTURAL STORMWATER MANAGEMENT ENVIRONMENT



Herbert Bayer. Kent, WA.



STORMWATER MANAGEMENT WITH SCULPTURAL PLACES



Lorna Jordan. Kent, WA.



Lorna Jordan. Kent, WA.

SCULPTURE IN STORMWATER MANAGEMENT GARDEN



Olympic Sculpture Park. Seattle, WA.

SEATING OF NATURAL MATERIALS



Kinji Akagawa. Cambridge, MN.



Kinji Akagawa. Minneapolis, MN.



Paul Sires. Raleigh, NC

WORKSHOP #3

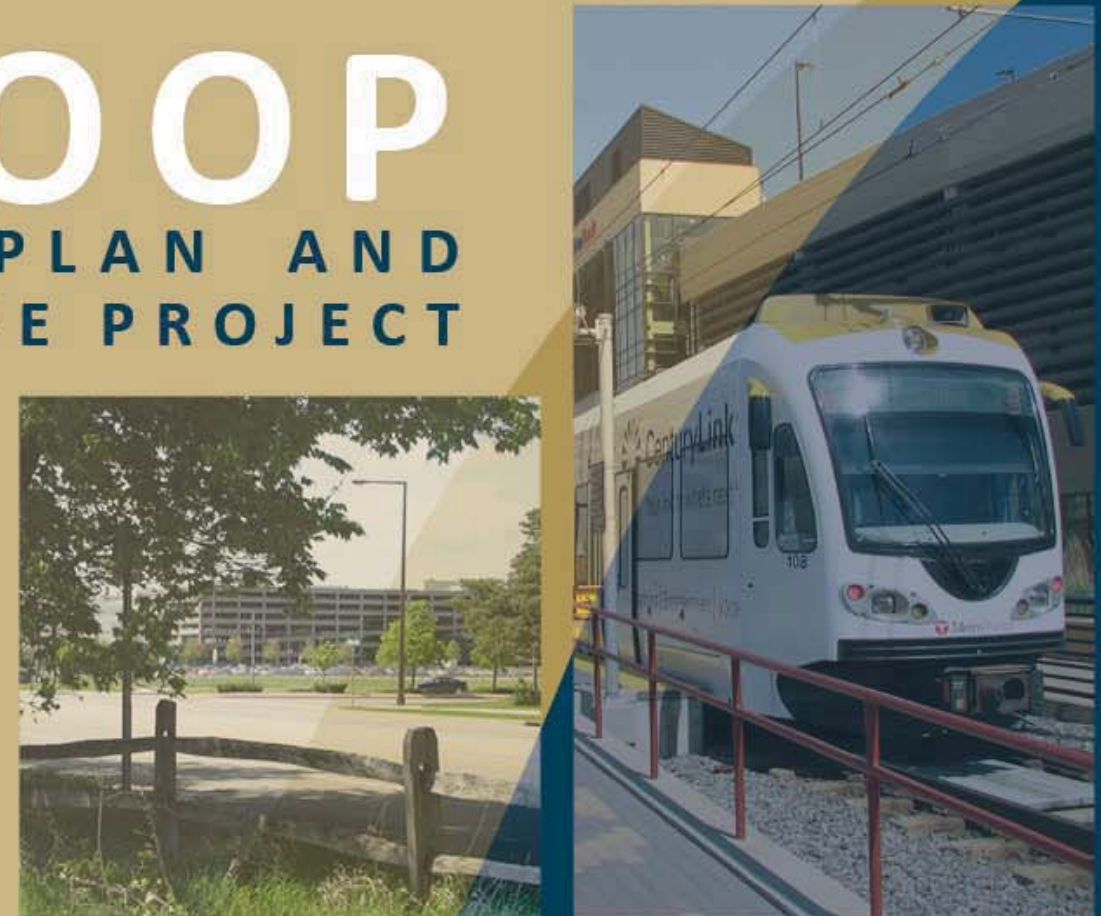
August 8, 2012

SOUTH LOOP

STREETSCAPE MASTER PLAN AND
LINDAU LINK STREETSCAPE PROJECT



Bryan Carlson, FASLA **Signia Design**
Regina Flanagan, ASLA **Project for Public Spaces**



	Richfield-Bloomington Watershed Management Organization / City of Bloomington	Lower Minnesota River Watershed Distric	NPDES
Water Quality	In the design of new, or modifications to existing storm water conveyance systems, treatment of storm water runoff to Nationwide Urban Runoff Program (NURP) guidelines must be provided prior to discharge to the public system. If NURP is not feasible, Minnesota Pollution Control Agency (MPCA) guidelines may be substituted.	Water quality stormwater management must comply with the requirements of MPCA General Permit for Construction Activity.	<p>Construction site permit Where a project's ultimate development replaces pervious surfaces with one or more acres of impervious surface, a water quality volume of ½ inch of runoff from the new impervious surfaces must be treated.</p> <p>MS4 permit current draft language for new development – no net increase from pre-project conditions of TSS, TP, or volume. For redevelopment – a net reduction from pre-project conditions of volume, TSS and TP.</p>
Rate Control	Future discharge rates from new development and redevelopment will, at a minimum, not exceed the existing discharge rates.	The proposed development activity will not increase the peak stormwater runoff rate from the site, under pre-development conditions, for anything less than a 24-hour precipitation event with a return frequency of 1 or 2, 10, and 100 yr events. The project must also comply with the requirements of the MPCA's General Permit for Construction Activity.	<p>Construction site permit Stormwater must be discharged in a manner that does not cause nuisance conditions, erosion in receiving channels or on downslope properties, or inundation in wetlands causing a significant adverse impact to the wetlands.</p> <p>MS4 permit current draft language None.</p>
Volume Control	<p>The City encourages enhanced infiltration practices wherever practical. Infiltration or alternative practices may be required as part of development or redevelopment to control volume as determined by the City's Stormwater Pollution Prevention Plan (SWPPP).</p> <p>In the RBWMO Infiltration practices and low impact development techniques should be implemented to limit runoff volumes from the redevelopment area to 1988 levels or lower where soils are suitable.</p>	Stormwater runoff volume retention shall be achieved onsite in the amount equivalent to the runoff generated from one-half (0.5) inch of runoff over new impervious surfaces of redevelopment or development. (applies where there is a net increase in impervious surface of 1 acre or more).	<p>Construction site permit None.</p> <p>MS4 permit current draft language See water quality requirements above.</p>

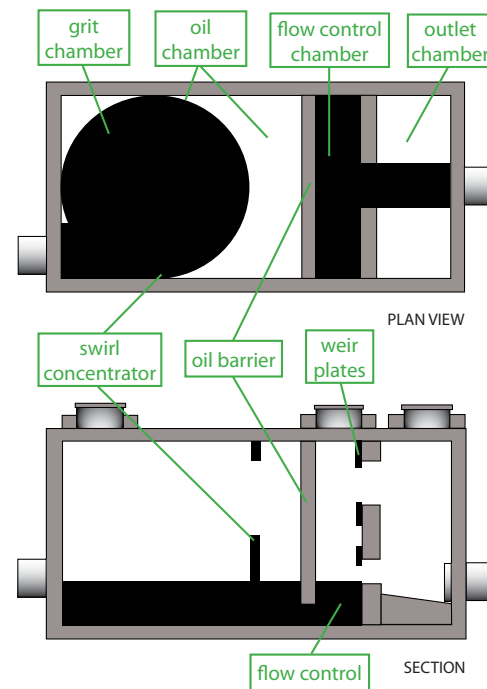
Notes:

(1) Minnesota River is impaired for dissolved oxygen and turbidity/additional stormwater treatment required. Current draft total maximum daily load (TMDL) Turbidity goal is 25% reduction.

(2) Other TMDLs may result in modifications to SWPPPs and /or future permit requirements.

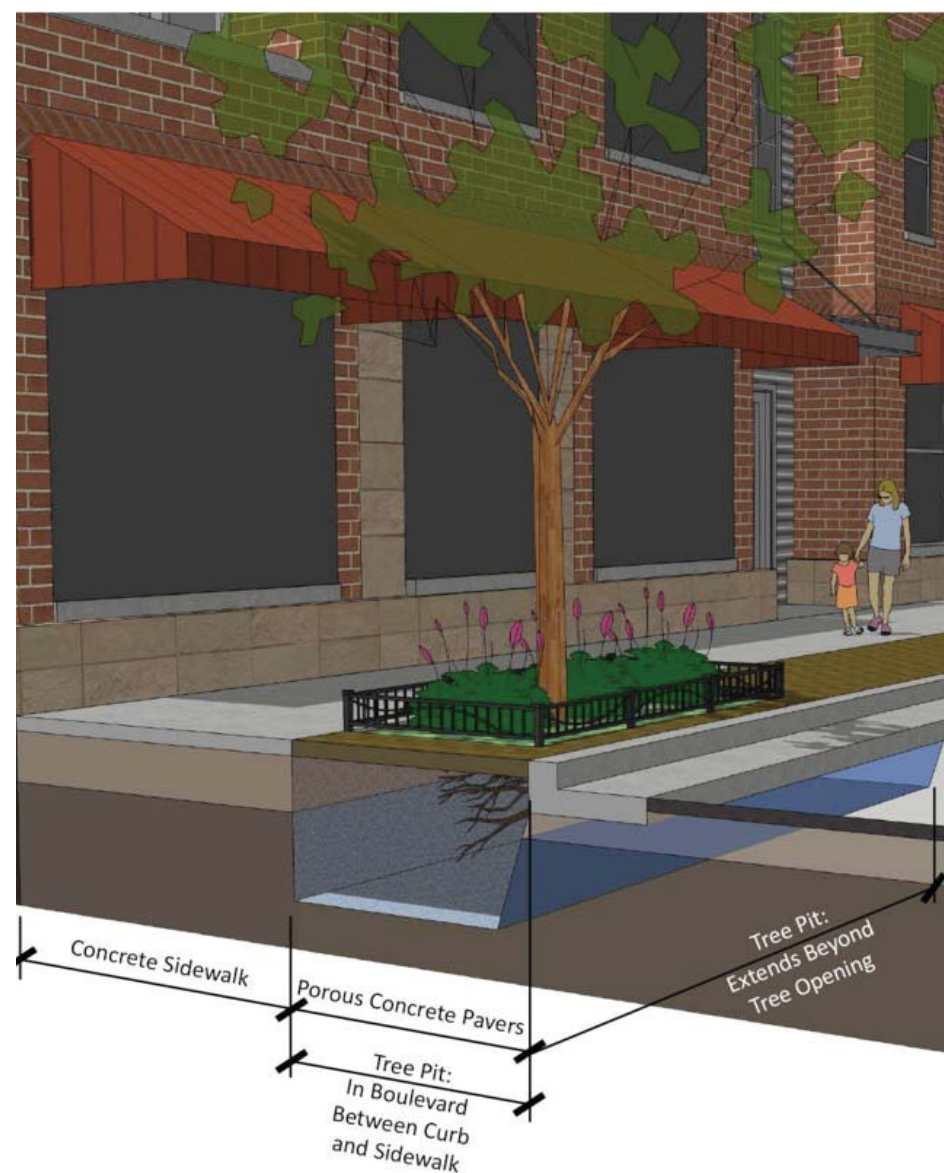
Potential Treatment Device	Water Quality	Volume Reduction	Rate Control	Capital Cost	Operations & Maintenance
Primarily Underground					
1. Underground Infiltration Chambers	●	●	●	◐	◐
2. Swirl Separator (Grit Chamber)	◐	○	○	◐	◐
3. Underground Detention/Infiltration	◐	○	●	◐	◐
4. Tree Planter	●	◐	○	◐	●
5. Tree Trench	●	◐	○	◐	●
6. Cistern/Reuse	●	●	◐	○	○
Primarily Above Ground					
7. Bioretention Basins/Rain Gardens	●	●	◐	◐	◐
8. Permeable Pavers/Porous Pavement	◐	●	◐	◐	◐
9. Infiltration Trench	◐	●	○	◐	◐
10. Boulevard Swale	●	●	◐	●	●
Other (Pretreatment/Public - Private)					
11. SAFL Baffle (Sump CB Enhancement - Pretreatment)	◐	○	○	●	◐
12. Vegetated Filter Strip (Pretreatment)	◐	◐	◐	●	◐
13. Infiltration/Flow-through Planter	●	●	○	◐	◐
14. Active Chemical Treatment (Alum, Chloride) for Reuse	●	○	○	○	○
15. Subsurface Irrigation (EPIC System)	●	●	◐	◐	●

○ - No Benefit/High Cost/High O & M
◐ - Partial Benefit/Medium Cost/Medium O & M
● - Full Benefit/Low Cost/Low O & M



2.1 Swirl Separator (Grit Chamber)

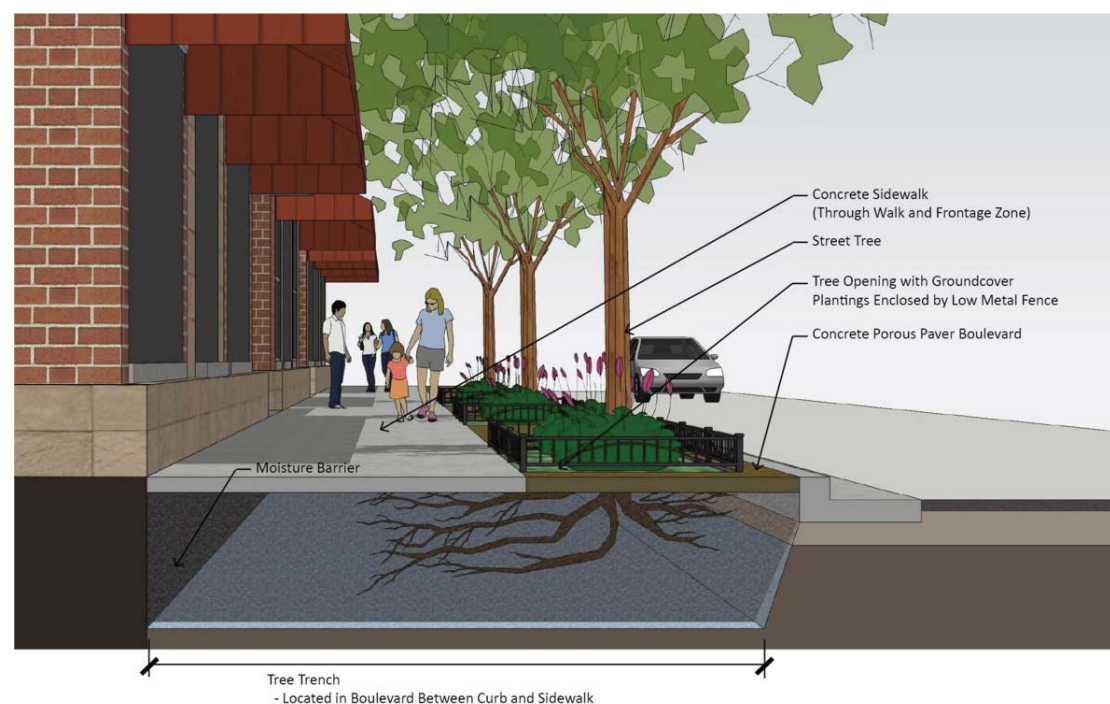




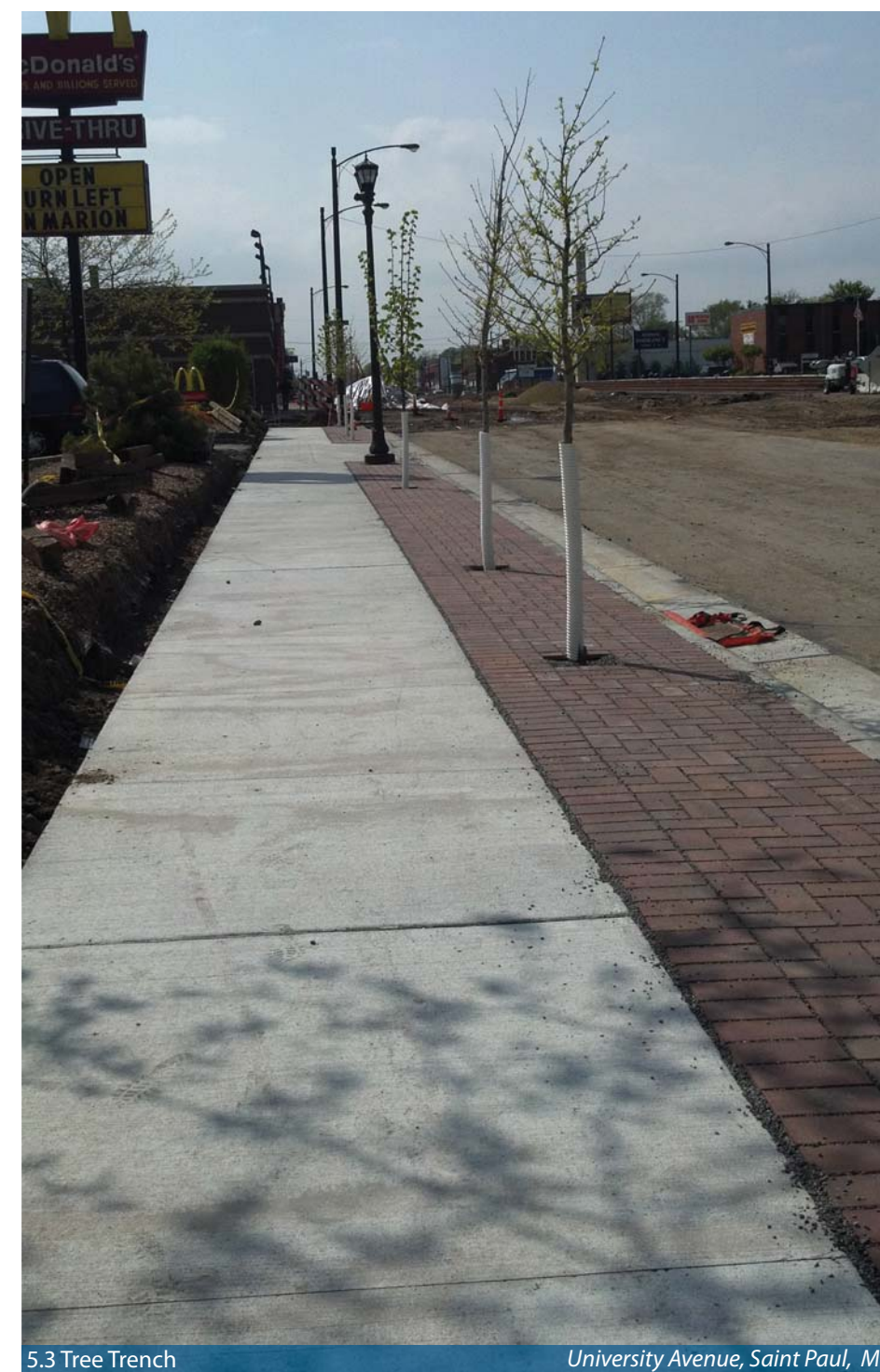
4.1 Tree Planter



5.1 Tree Trench



5.2 Tree Trench



5.3 Tree Trench



5.4 Cu Structural Soils *University Avenue, Saint Paul, MN*



7.1 Bioretention Basins/Rain Gardens *Bass Lake Road, Brooklyn Center, MN*



6.1 Cistern/Reuse



7.2 Bioretention Basins/Rain Gardens *Bass Lake Road, Brooklyn Center, MN*



7.3 Bioretention Basins/Rain Gardens *Portland, OR* source: www.petbikeimages.org/Laura Sandt



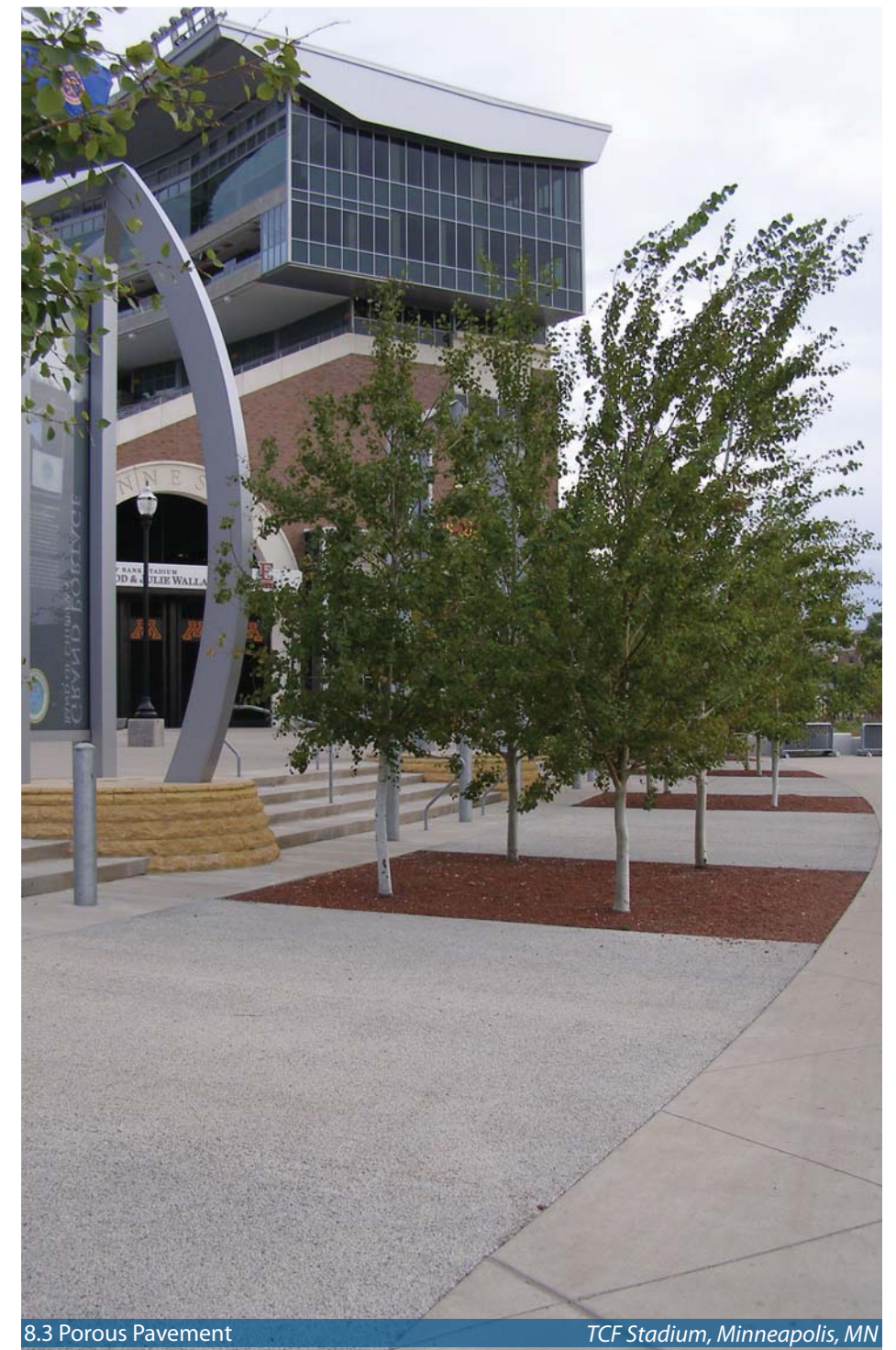
7.4 Bioretention Basins/Rain Gardens TCF Stadium, Minneapolis, MN



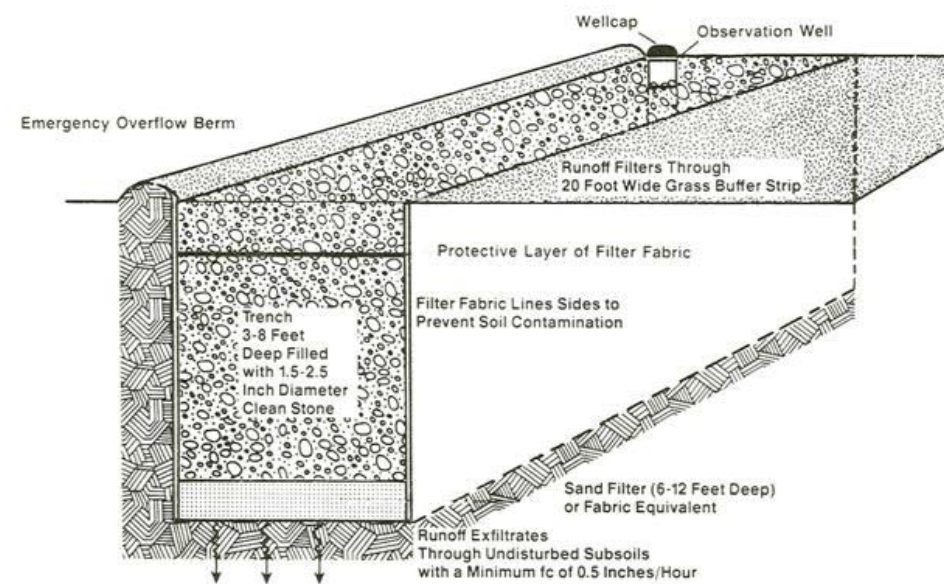
8.1 Permeable Pavers Silverwood Park, New Brighton, MN



8.2 Permeable Pavers



8.3 Porous Pavement TCF Stadium, Minneapolis, MN



9.1 Infiltration Trench



9.2 Infiltration Trench



10.1 Boulevard Swale

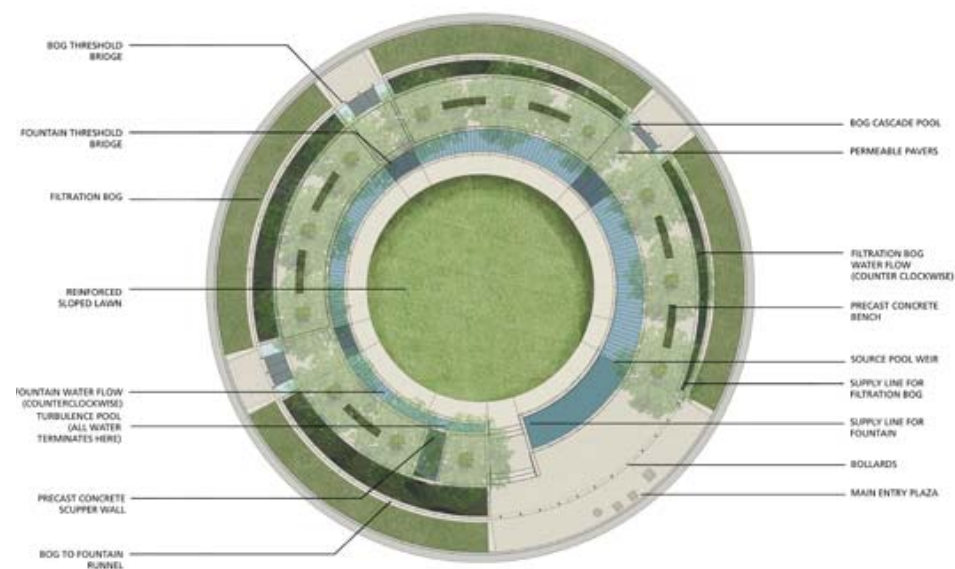
54th Street, Minneapolis, MN



10.2 Boulevard Swale

High Point Neighborhood, Seattle, WA source: SWR Design Company





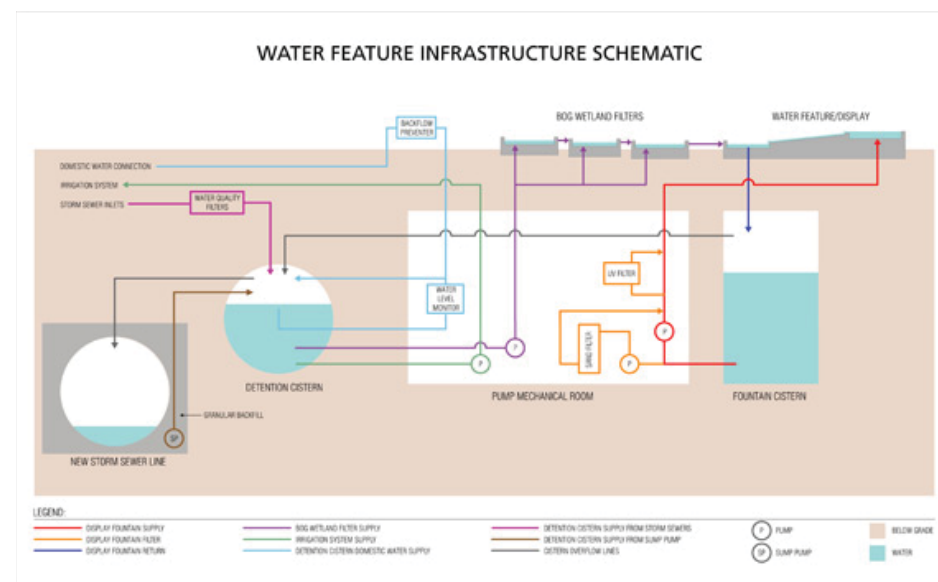
14.1 Active Chemical Treatment for Reuse

Normal, IL



14.3 Active Chemical Treatment for Reuse

Normal, IL



14.2 Active Chemical Treatment for Reuse

Normal, IL



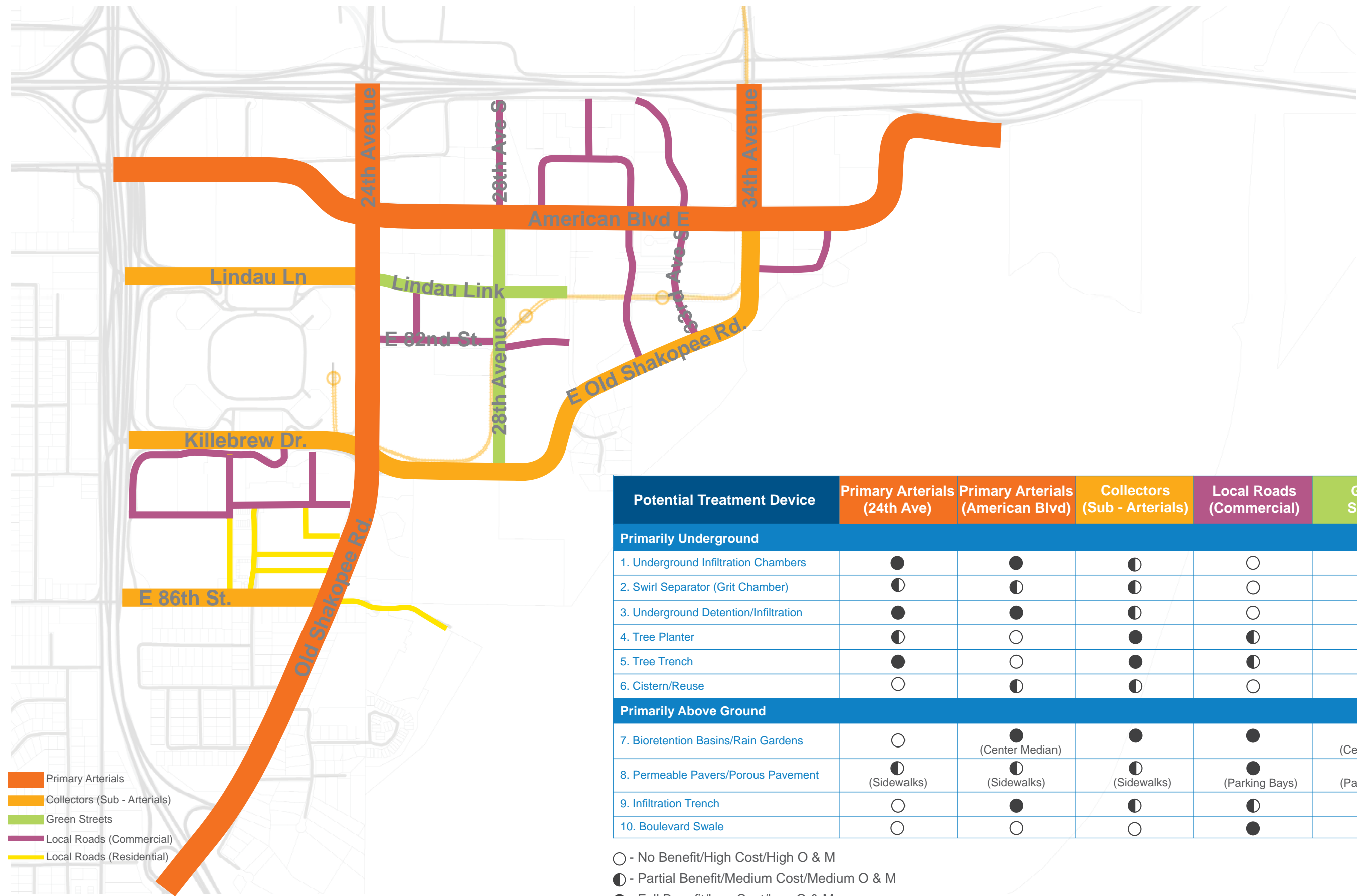
15.1 Subsurface Irrigation (Epic System)

TCF Stadium, Minneapolis, MN



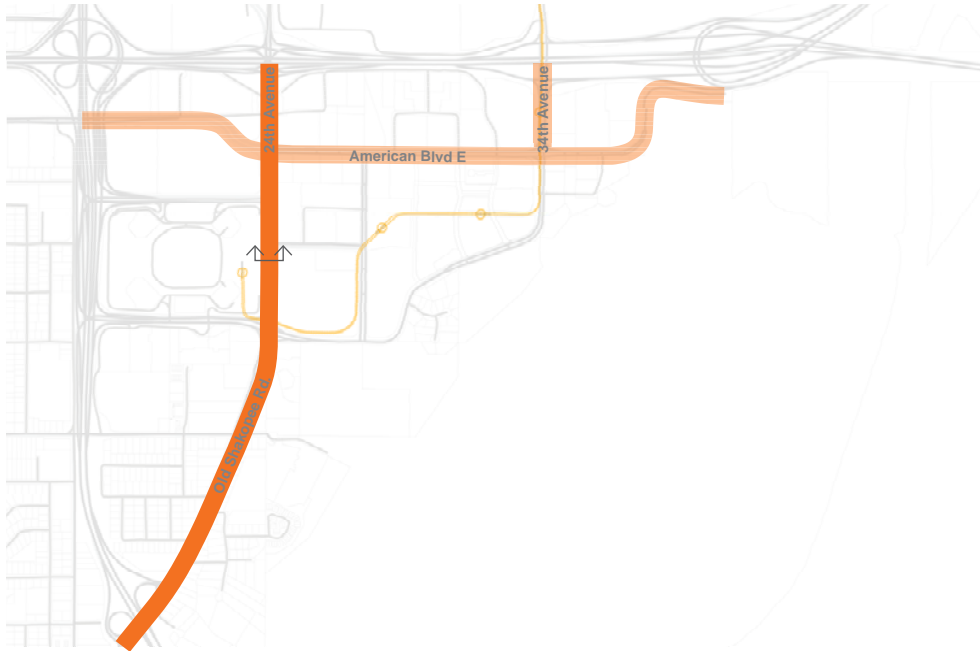
15.2 Subsurface Irrigation

TCF Stadium, Minneapolis, MN



Potential Treatment Device	Primary Arterials (24th Ave)	Primary Arterials (American Blvd)	Collectors (Sub - Arterials)	Local Roads (Commercial)	Green Streets	Local Roads (Residential)
Primarily Underground						
1. Underground Infiltration Chambers	●	●	◐	○	◐	○
2. Swirl Separator (Grit Chamber)	◐	◐	◐	○	◐	○
3. Underground Detention/Infiltration	●	●	◐	○	◐	○
4. Tree Planter	◐	○	●	◐	●	○
5. Tree Trench	●	○	●	◐	●	○
6. Cistern/Reuse	○	◐	◐	○	◐	○
Primarily Above Ground						
7. Bioretention Basins/Rain Gardens	○	● (Center Median)	●	●	◐ (Center Median)	●
8. Permeable Pavers/Porous Pavement	◐ (Sidewalks)	◐ (Sidewalks)	◐ (Sidewalks)	● (Parking Bays)	● (Parking Bays)	● (Parking Bays)
9. Infiltration Trench	○	●	◐	◐	◐	○
10. Boulevard Swale	○	○	○	●	○	●

- - No Benefit/High Cost/High O & M
◐ - Partial Benefit/Medium Cost/Medium O & M
● - Full Benefit/Low Cost/Low O & M



1

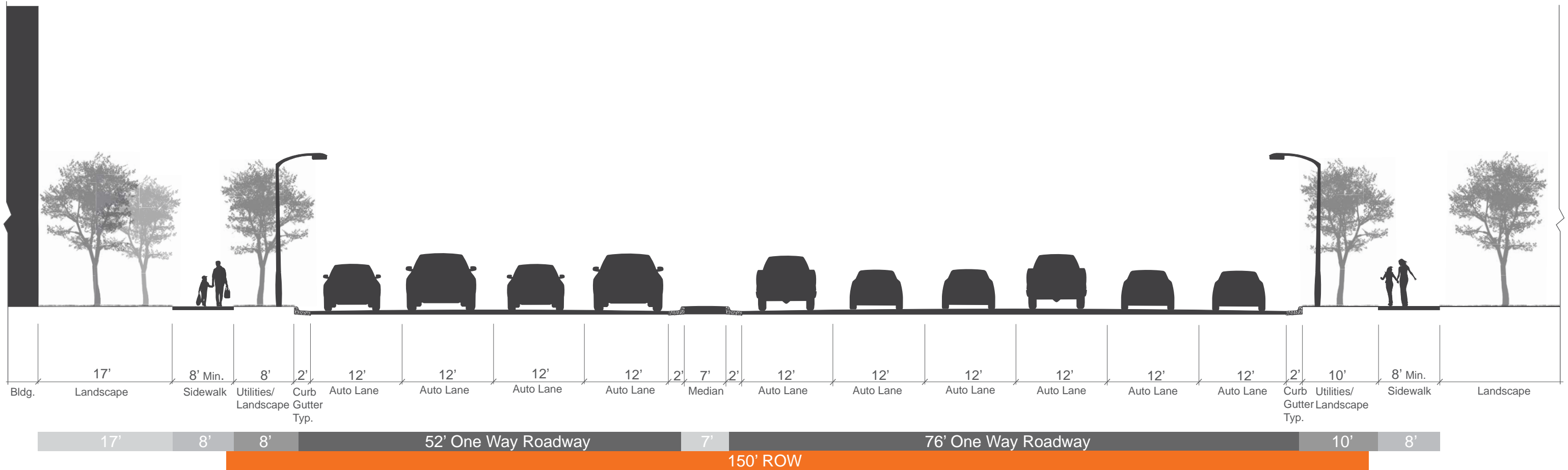


3

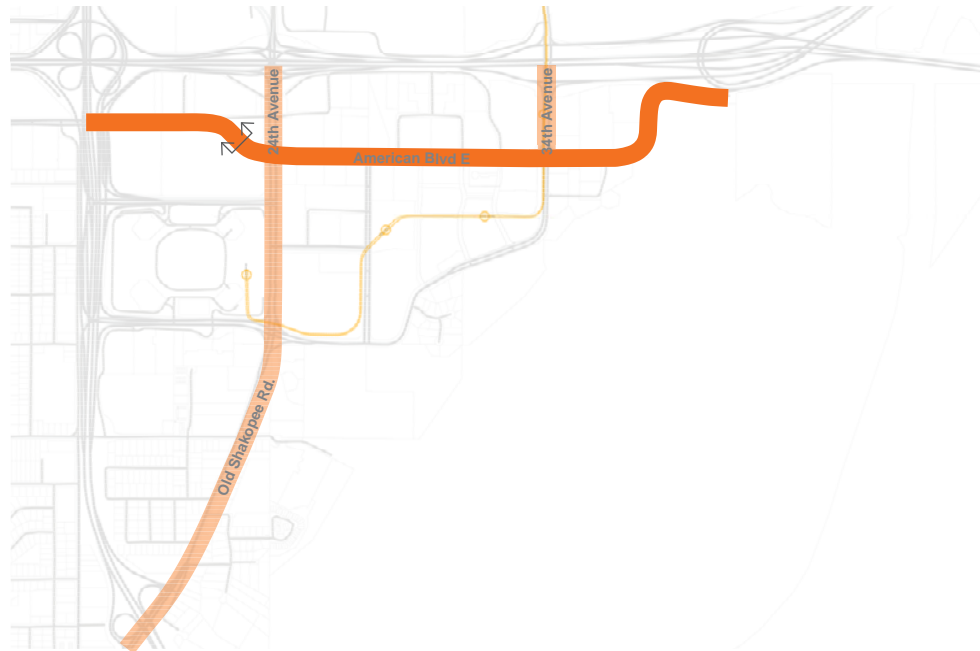


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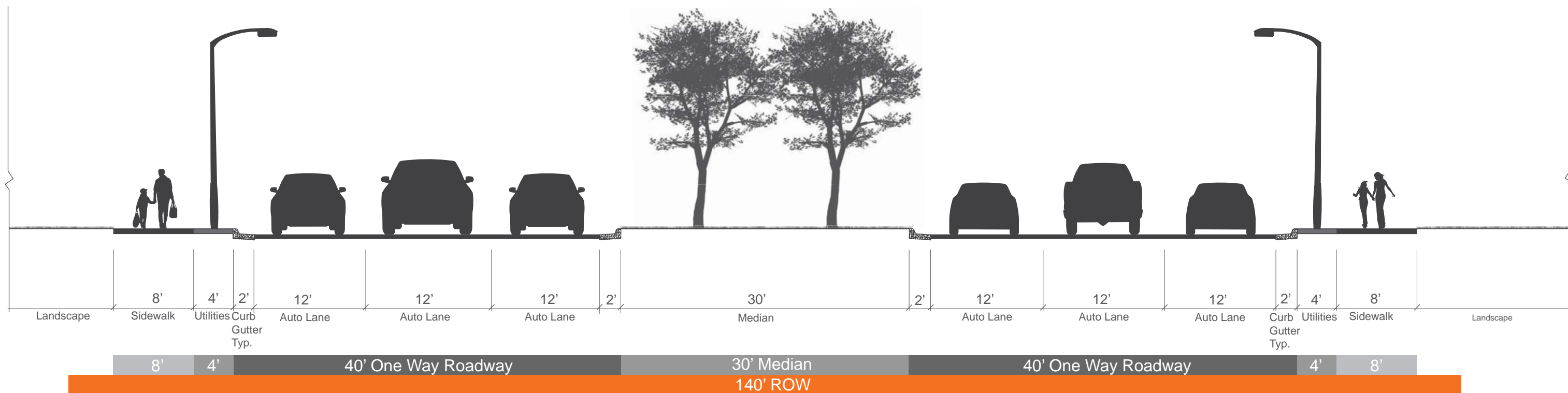
Potential Treatment Devices



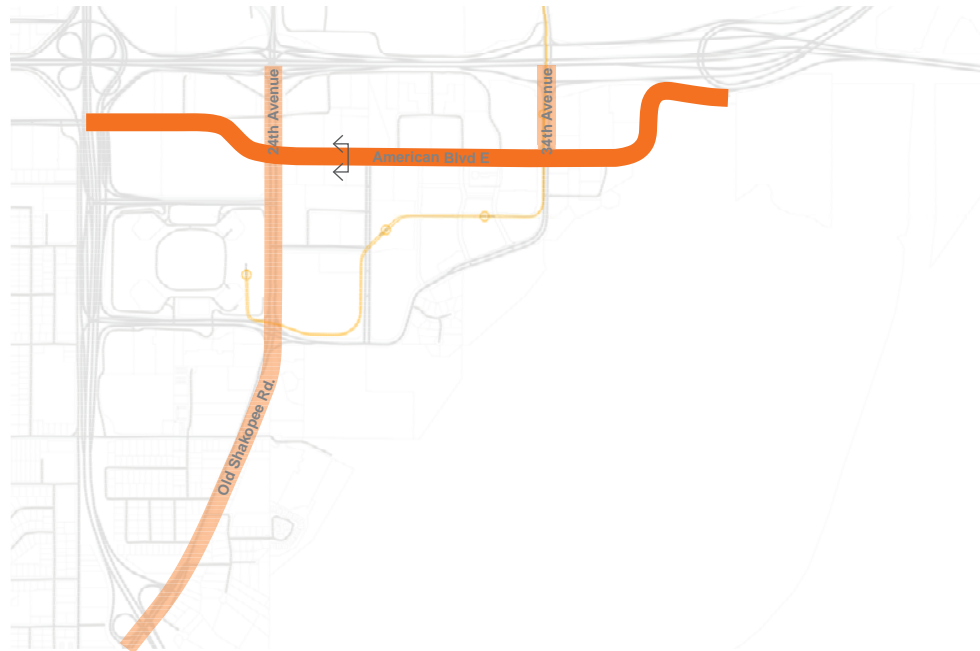
Category 1: Primary Arterials
 24th Avenue Cross Section - South of 82nd. Street



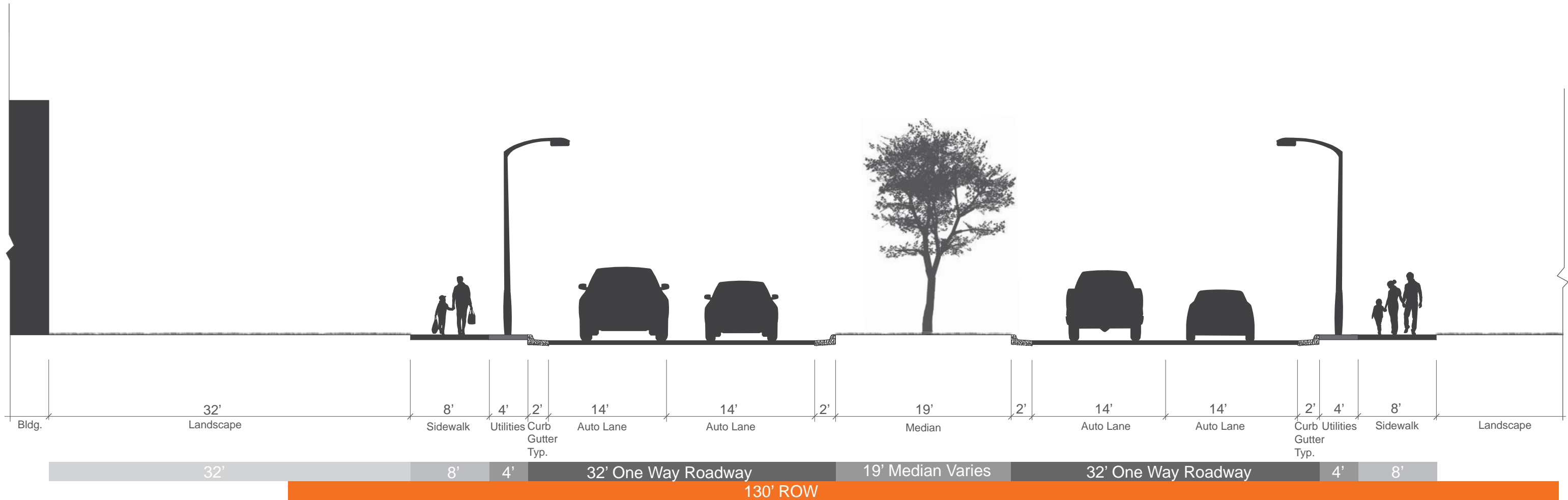
Potential Treatment Devices



Category 1: Primary Arterials
 American Boulevard Cross Section (West of 24th)
 Scale 1"=10'



Potential Treatment Devices



Category 1: Primary Arterials

American Boulevard Cross Section (East of 24th)

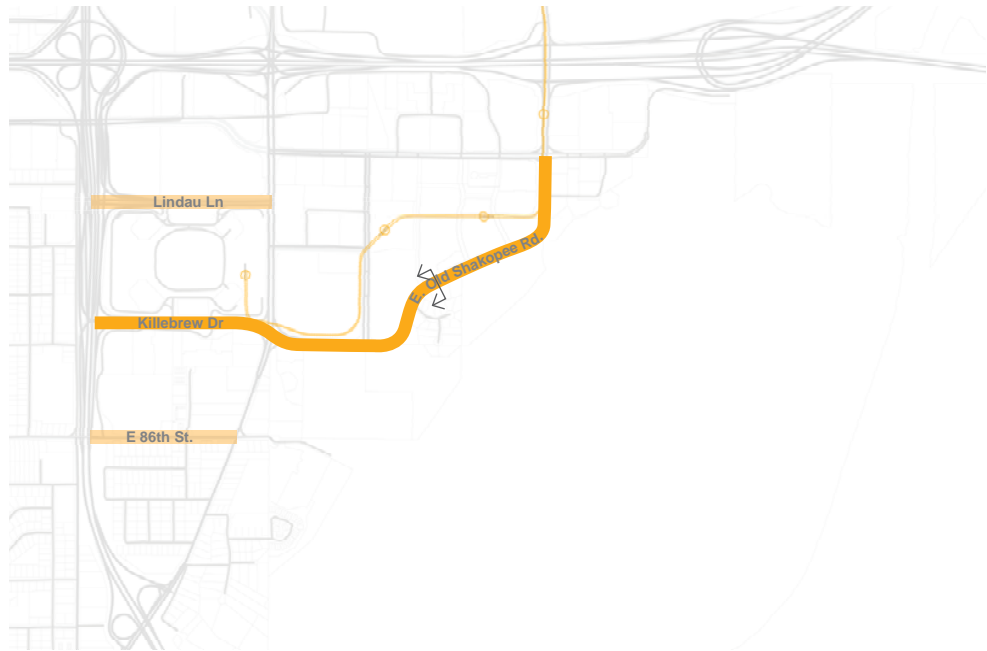
Scale 1"=10'

STREETSCAPE CROSS SECTIONS

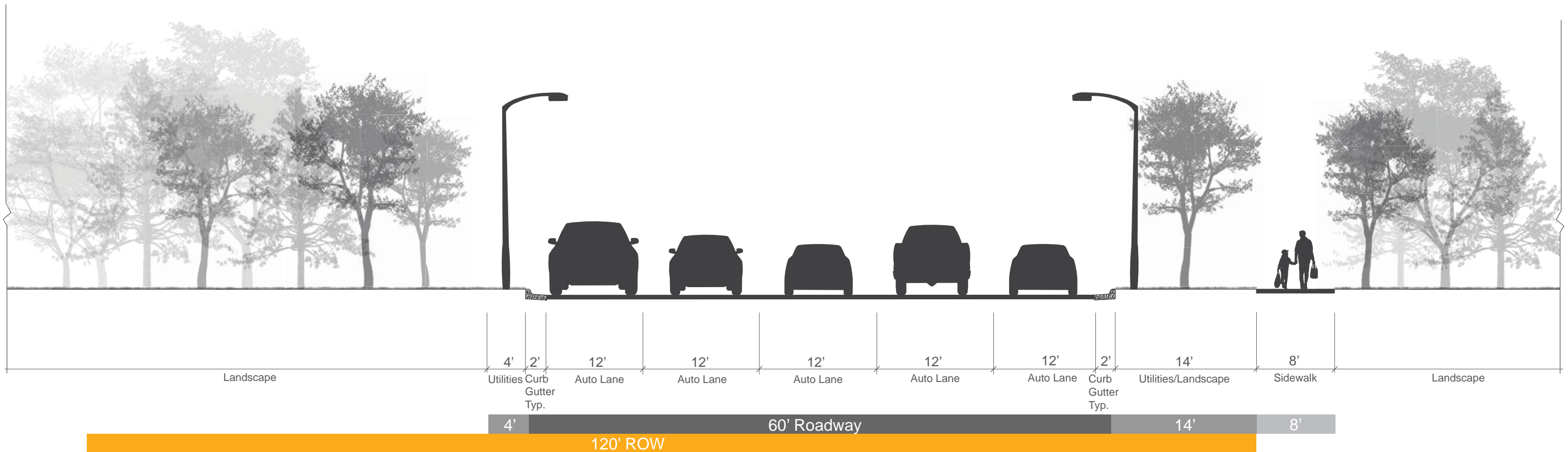
SRF South Loop Streetscape Master Plan **DRAFT**

Kimley-Horn
and Associates, Inc.

August 8, 2012



Potential Treatment Devices



Category 2: Collectors (Sub - Arterials)

E. Old Shakopee Road Cross Section (East of 24th)

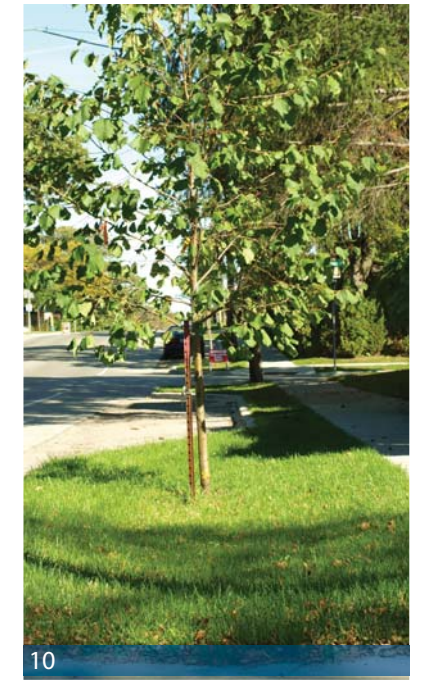
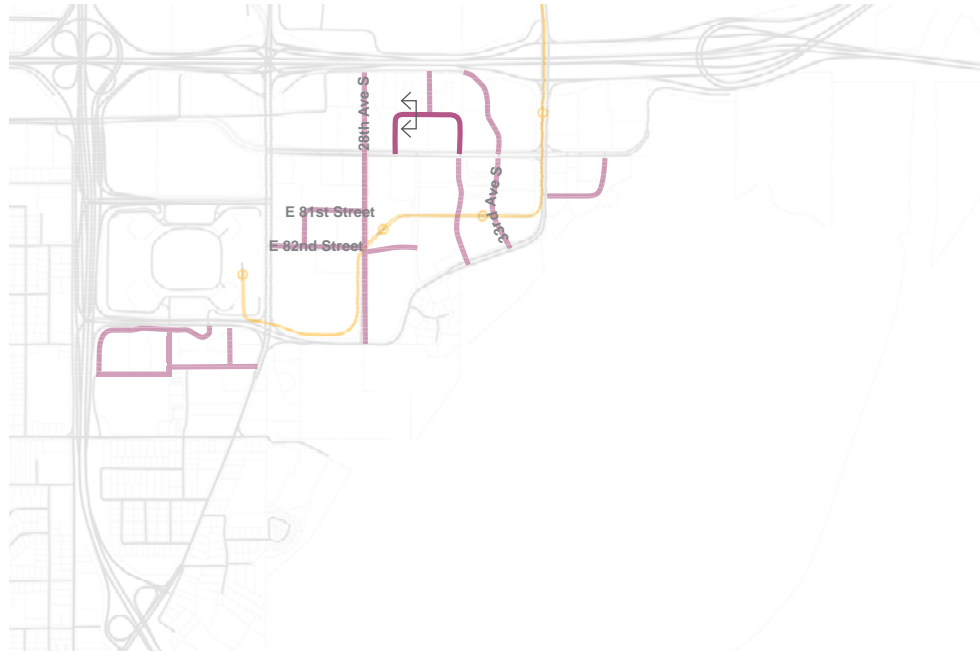
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STREETSCAPE CROSS SECTIONS

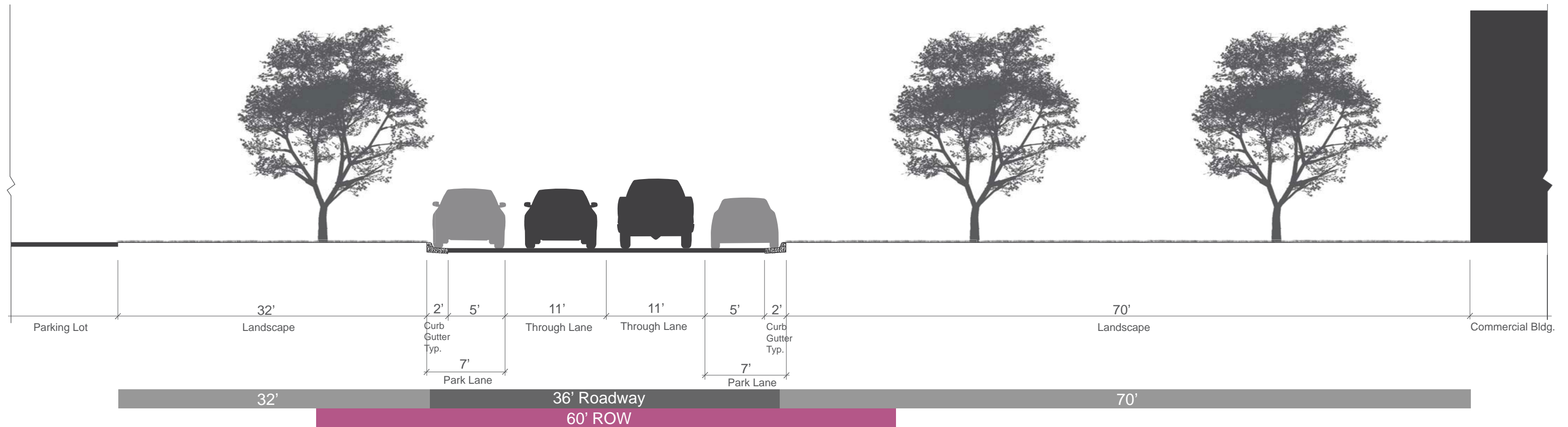


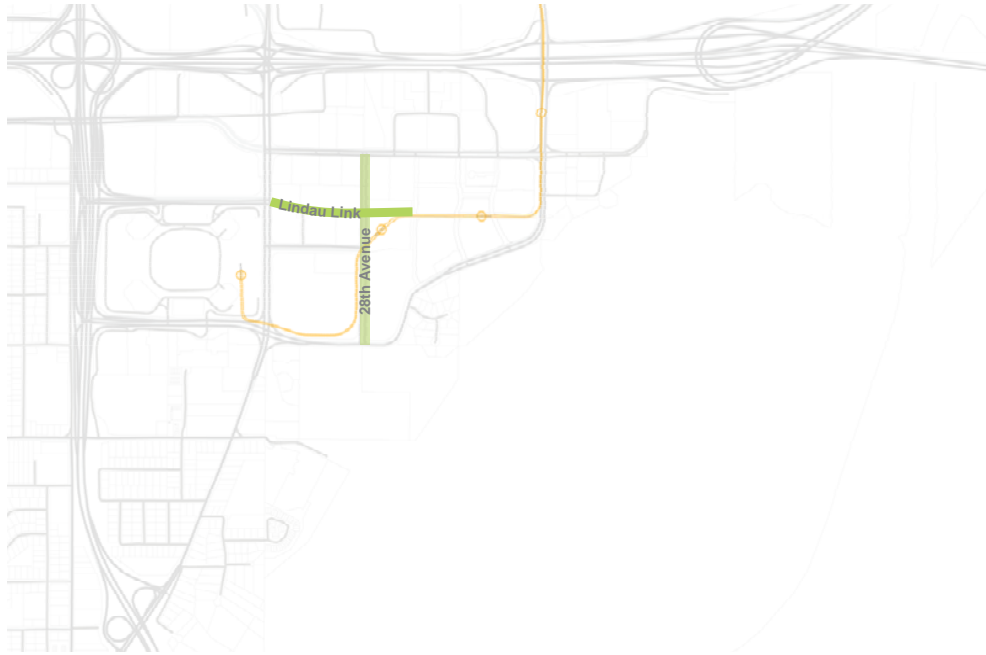
SRE South Loop Streetscape Master Plan **DRAFT**

August 8, 2012

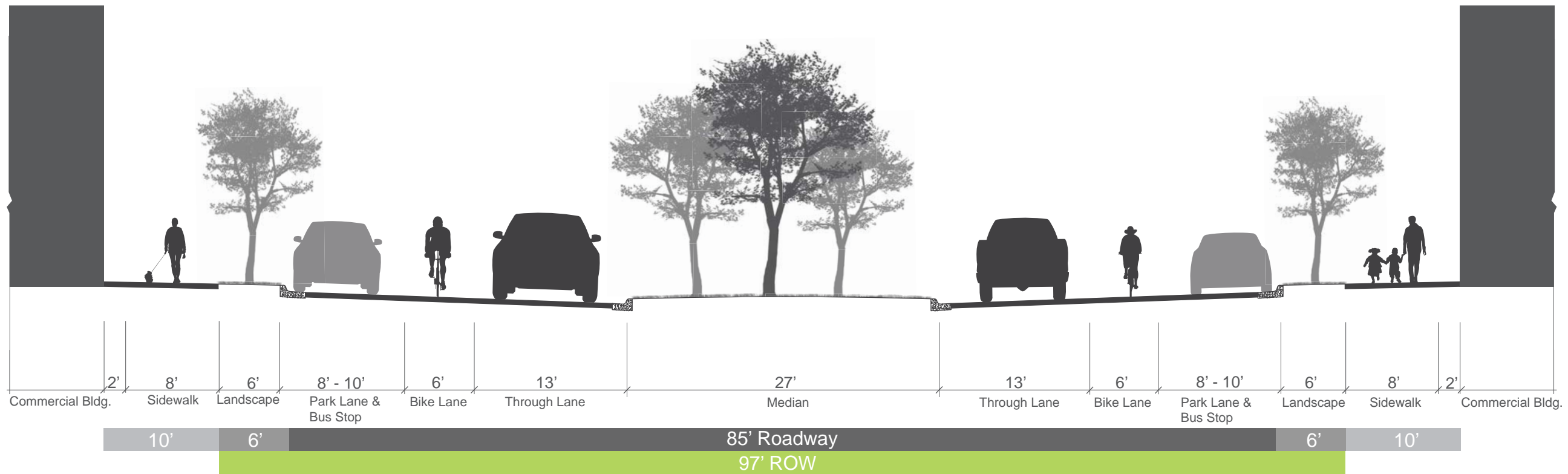


Potential Treatment Devices





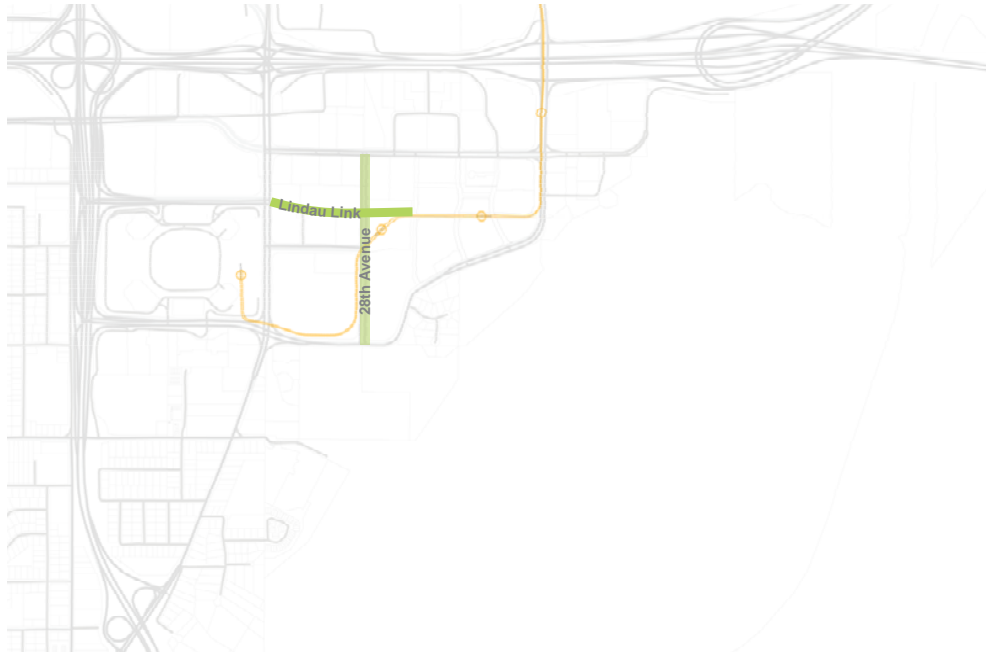
Potential Treatment Devices



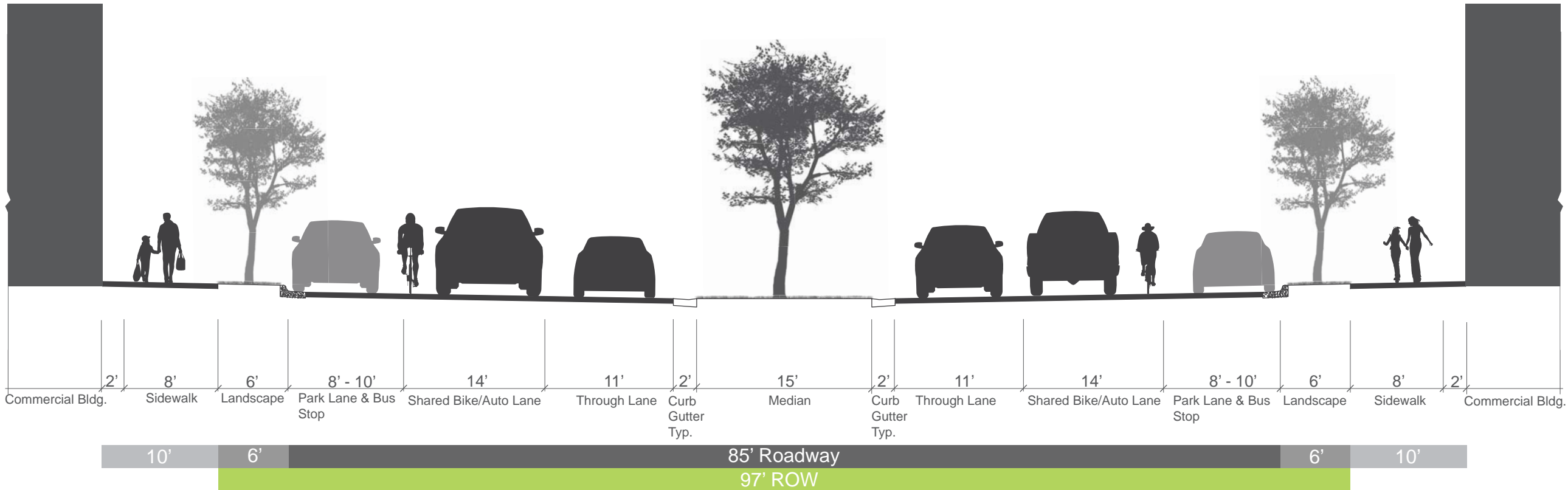
Category 4: Green Streets (Lindau Link) Proposed 2030

Lindau Link 2030 Cross Section

Scale 1"=10'

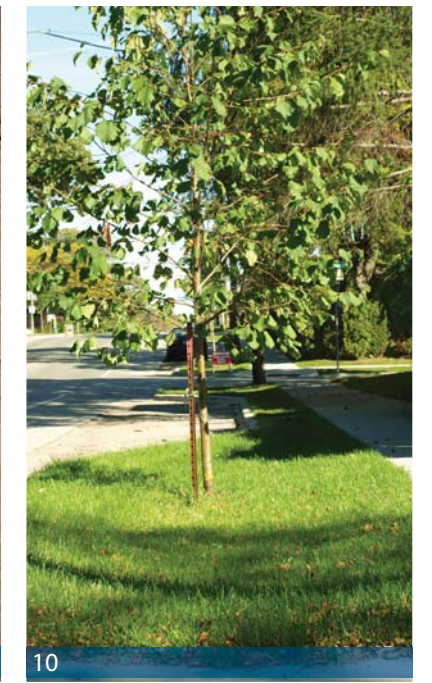
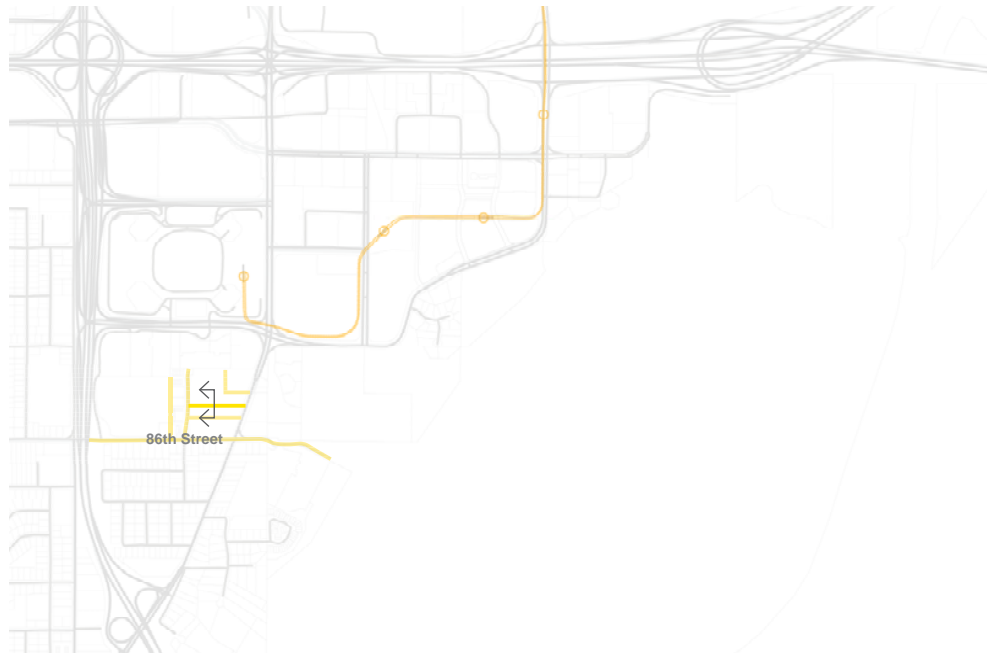


Potential Treatment Devices

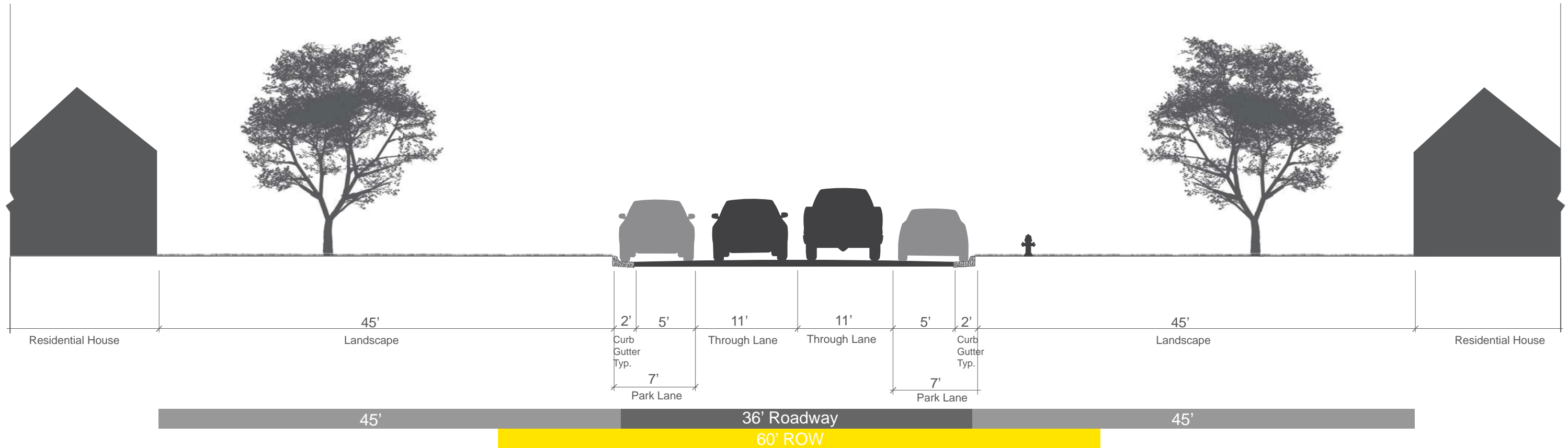


Category 4: Green Streets (Lindau Link) Proposed 2050

Lindau Link 2050 Cross Section
Scale 1"=10'



Potential Treatment Devices



Category 5: Local Roads (Residential)

86th 1/2 Street Cross Section
Scale 1"=10'

STREETSCAPE HIERARCHY



SRF South Loop Streetscape Master Plan DRAFT

August 8, 2012

WORKSHOP #3

August 8, 2012

STREET LIGHTING

SOUTH LOOP

STREETSCAPE MASTER PLAN AND LINDAU LINK STREETSCAPE PROJECT



Bryan Carlson, FASLA Signia Design
Regina Flanagan, ASLA Project for Public Spaces



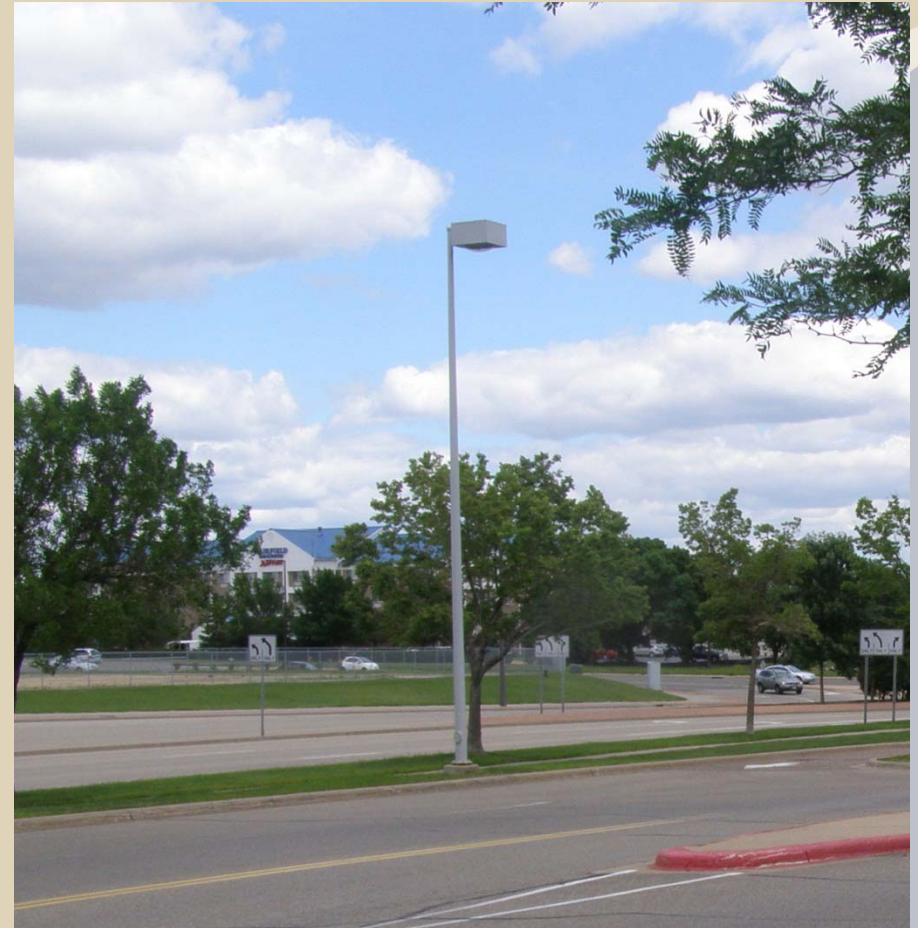
South Loop Street Lighting Discussion

1. Review of Existing Lighting in SoLo District
2. Approach and Application Options
3. Review



Existing – Street Light

- Bent Straw
- 35' Ht., 250W HPS
- Color: Bronze



Existing – MOA Street Light

- Shoe-box Fixture
- Approx. 20' Ht.
- Color: Light Gray



Existing – Bloomington Central Station

- Indirect Light Source-shared pole
- Approx. 18'/12' Ht.
- Color: Black



Existing – Transit Pedestrian Light

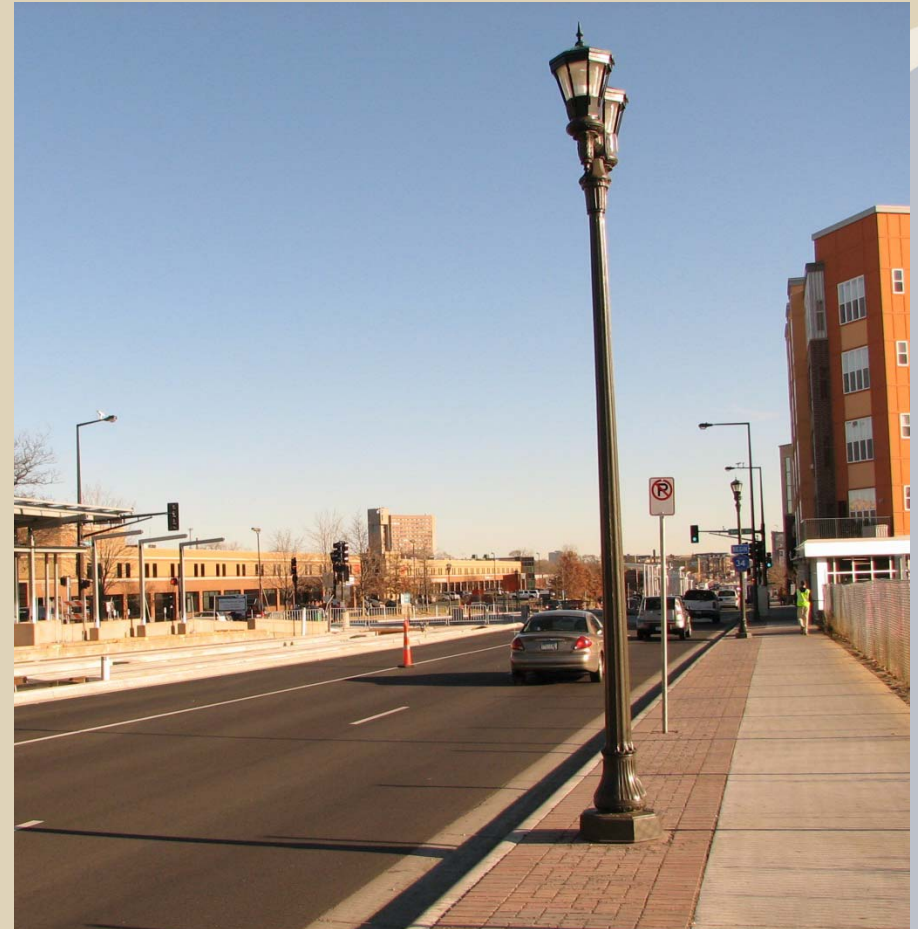
28th Street Station

- Hat-box fixture
- Approx. 20' Ht.
- Color: Black



Option A – Pedestrian Lights on Lindau Link and Street Lights on all other SoLo Streets

- SoLo specific pedestrian scale lights on Lindau Link and the trail on 30th Avenue
- Street scale lights on all other SoLo streets



Option B – Mid-height Lights Serving Both Lindau Link and SoLo Streets

- Single or double mid-height luminaire spaced to provide light for both the pedestrian spaces and the streets
- May be SoLo specific including appurtenances and colors in Lindau Link pedestrian spaces



Option C – Pedestrian Lights on Lindau Link and Mix of Pedestrian and Street Lights on other SoLo Streets

- SoLo specific pedestrian lights on Lindau Link and street scale lights for other SoLo streets intermixed with pedestrian scale lights on separate poles
- Could have pedestrian height luminaires on shared street light poles in conjunction with pedestrian poles

CITY OF BLOOMINGTON SOUTH LOOP STREETScape MASTER PLAN AND LINDAU LINK STREETScape PROJECT



Option C – (cont.)

South Loop Street Lighting Summary

Option A

Pedestrian Lights on Lindau Link and Street Lights
on all other SoLo Streets

South Loop Street Lighting Summary

Option B

Mid-height Lights Serving Both Lindau Link and SoLo Streets

South Loop Street Lighting Summary

Option C

Pedestrian Lights on Lindau Link and Mix of
Pedestrian and Street Lights on other SoLo Streets

WORKSHOP #3

August 8, 2012

STREETSCAPE DESIGN FRAMEWORK

SOUTH LOOP

STREETSCAPE MASTER PLAN AND LINDAU LINK STREETSCAPE PROJECT



Bryan Carlson, FASLA Signia Design
Regina Flanagan, ASLA Project for Public Spaces



Streetscape Design Framework

Establish a framework for making design decisions which are based on principles and objectives identified within the South Loop District Plan.

- Use to confirm/validate decisions in the application and selection of streetscape design elements
- Identifies 3 key goals which will help guide decisions
 - 1. Walkability**
 - 2. Sense of Place**
 - 3. Sustainability**

1. Walkability

- Safe Environment:
 - Good lighting – uniform, suited for pedestrian environment
 - Consider Crime Prevention Through Environmental Design (CPTED) design strategies
 - Navigable and unobstructed pedestrian way
 - Cues for aiding decisions - wayfinding
- Comfortable:
 - Opportunities for rest - variable seating choices
 - Provide shade
 - Sense of enclosure

1. Walkability (cont'd.)

■ Pedestrian Scale:

- Vertical elements provide comfortable proportions – transition between ground plane and taller adjacent structures
- Elements are '*fine grained*' - have a level of detail that can be viewed and appreciated by pedestrians
- Provide sufficient furniture and other facilities – benches, trash receptacles, bicycle racks, newspaper vending, planters, etc.

■ Accessibility:

- ADA and local code compliant
- Clear, logical access through the pedestrian way
- Pavement choices and grade transitions which provide for varied users – wheelchairs, strollers, luggage, etc.

2. Sense of Place

- Distinct/Own Identity:
 - New features and elements not found within the city or not commonly used elsewhere
 - Consider use of established logo/branding
 - ‘Timeless’ design – needs to allow for variable development architectural styles and materials
 - Unique and variable to provide for diverse experiences + whimsy
 - Deliberate public art integration
 - Storm water and other sustainable initiatives to be celebrated and interpretive
 - Embrace context – river valley, airport flight zone, MOA

2. Sense of Place (cont'd.)

- Consistency/Continuity:
 - Elements repeated within the District or are complementary to provide visual connectivity
 - Patterns and arrangement of elements are generally consistent within the District

3. Sustainability

- **Maintenance:**
 - Limit maintenance burden – time and \$
 - Replacement parts and equipment should be readily available
 - Consider elements which could have multiple manufacturers
- **Green Solutions:**
 - Storm water management BMPs
 - LED lighting
 - Recycled products
 - Native landscape materials
- **Durability:**
 - Withstand winter conditions – freeze/thaw, deicing salts
 - Materials and coating choices

Bloomington South Loop District Streetscape Master Plan

Rehearsal Hall, Bloomington City Hall

Workshop #3

August 8, 2012; 9:30 to 11:30PM (*meeting concluded at 11:40*)

Minutes

Attendees: (see attached sign-in sheet)

Cherise Erickson	Bloomington	Joni Giese	SRF
Julie Farnham	Bloomington	Barry Warner	SRF
Andrea Specht	BTAC	Regina Flanagan	Art Landscape Design
Julie Long	Bloomington	Todd Halunen	Kimley-Horn
Shelly Pederson	Bloomington	David Filipiak	SRF
Larry Lee	Bloomington	Tom Harrington	Kimley-Horn
Dave Hanson	Bloomington		
Jim Urie	Bloomington		
Anne Jacobson	Bloomington		

Meeting Summary: (following agenda items)

A. Decision/Direction List From Workshops #1 and #2 - Tom

1. *Reviewed the list (at the end of these minutes), of the 2 items determined at Workshop #1 and 5 items determined at Workshop #2.*

B. Summary of 8/1 Subgroup Meetings (Storm Water and Street Lighting) - Tom

1. *Reviewed the agenda and general topics at last Wednesday's technical subgroup meetings, which will be summarized and discussed at this meeting.*

C. Summary of 8/7 Lindau Link Design/Cross-Section Meeting - Barry

1. *Summarized the discussions from a meeting held at Public Works on 8/7, organized to evaluate current Lindau Link design and the land use projections used to develop traffic studies, which led to development of the cross-section. Marie Cote of SRF was directed to provide scope and fee to perform additional traffic analysis and modeling based on the 2030 detailed land use projections to be provided by the planning department.*

D. Public Art Update - Regina

1. *Provided and reviewed a handout which advanced the Workshop #2 introductions based on feedback received by 4 city and BTAC staff members.*
2. *For the master plan, this design component will provide broaden thinking, opportunities and strategies for incorporating public art within the South Loop District.*
3. *Focused opportunities for Phase II and III projects will be further explored, including strategies, categories by location, process recommendations and general cost information.*
4. *Pedestrian bridges should remain on the list of categories, as future pedestrian bridges may be considered as potential opportunities.*

5. *All categories should remain on the list, but additional categories should include Signs (Larry provided the future dog park sculpture as signage example), Performance, Temporary Works, and Exhibitions.*
6. *Information will be further advanced and reviewed at the upcoming Technical Advisory Group meeting on 8/22.*

E. Storm Water – David and Joni

1. *Provided and reviewed a power point and handout which introduced the storm water project component. It included a general background of storm water design requirements/regulations and a full list of potential treatment devices for the project represented as a BMP Tool Box Matrix including precedent imagery of each type. The matrix provided an evaluation of each type by benefit, cost and O and M costs.*
2. *A district roadway classification map and shortlist of potential treatment devices, followed by individual roadway cross-sections further identifying potential devices with imagery.*
3. *24th Ave is a corridor with opportunities in the future for public/private partnership in addressing private and public storm water jointly.*
4. *Prior to advancing the concepts and documenting treatment devices with the design guide, the consultant team was advised to review the 24th Avenue opportunities with Hennepin County to determine acceptability within the county's corridor.*
5. *Currently within the South Loop, systems are in place to handle treatment based on current roadways/impervious. However, future development of roadway systems and improvements may warrant the incorporation of some of these treatment devices.*
6. *The design guide should identify a range of opportunities by street and location within the ROW, considering county and State Aid requirements, loading, opportunities to share facilities between public and private, etc.*
7. *Staff was asked to review these devices and strategies and provide comments back by early next week to the consultant team through Julie L. for advancement of this project component.*
8. *Considering permeable pavement experiences and future considerations by type, 3 systems were discussed, ranked in order of acceptability for use by the city as 1-permeable pavers, 2- porous asphalt and 3-pervious concrete. Possible acceptable locations for these pavement systems could include sidewalks and parking bays. Concern was expressed for using these materials as roadway pavement.*
9. *Staff asked the team to consider additional opportunities for incorporating storm water BMPs in the Lindau Lane Grade Separation project beyond the rain gardens within the parking lot islands north of the plaza/tunnel.*

F. Street Lighting - Todd

1. *Provided and reviewed a power point and handouts which introduced the street lighting project component. It include a summary of existing lighting within the district and 3 approaches for street lighting design within the District, as:*
A – Ped lights on Lindau Link and street lights on all other SoLo streets
B – Mid-height lights serving both Lindau Link and SoLo streets
C – Ped lights on Lindau Link and a mix of ped lights and street lights on all other SoLo streets
2. *LED light sources are to be used for all new lighting within the District.*
3. *Fewer light poles are preferred District-wide.*
4. *Consider median-located street lights within Lindau Link should lighting levels using pedestrian lighting in the boulevards not be sufficient.*
5. *Increasing the height of 'pedestrian-scale' lighting to jointly light ped areas and streets is an acceptable consideration.*

6. *Some staff thought the Lindau Link should have unique lighting fixtures.*
7. *Replacing existing bent straw arms and luminaires within the District with LED sources may be enough to distinguish South Loop from other streets within the city.*
8. *The team to begin investigating lighting types with LED sources, styles and evaluate spacing and location following photometric analysis.*

G. Streetscape Design Framework (District Plan Guiding Principles) - Tom

1. *Provided and briefly reviewed a power point and handouts which establishes a draft of the Streetscape Design Framework based on the principles and objectives identified within the South Loop District Plan.*
2. *This framework will be used to confirm/validate decisions in the application and selection of streetscape design elements based on 3 key goals:*
A – Walkability
B – Sense of Place
C – Sustainability
3. *Given meeting time constraints, staff was asked to review this document and provide comments back by early next week to the consultant team through Julie L.*

Decision/Direction List

	Meeting	Date	Decision / Direction
1	Workshop #1	7/11/2012	Draft South Loop District Plan is the guide for this project - work to the goals and objectives identified
2	Workshop #1	7/11/2012	Some Bloomington policies and requirements may be 'flexible' within the South Loop District
3	Workshop #2	7/25/2012	The typical Primary Arterial Roadway cross-section should provide 8' minimum sidewalks. Sidewalks and trees should be moved away from the street as much as possible. Building foundation plantings should be illustrated.
4	Workshop #2	7/25/2012	The typical Local Road cross-section should be 36', which provides for on-street parking on both sides.
5	Workshop #2	7/25/2012	Local Streets (Residential) do not need to be included within this study.
6	Workshop #2	7/25/2012	The Plaza/Public Space Diagram and the concepts illustrated are acceptable for further design study. Advance the design considering the potential for a roundabout at Lindau Link and 28 th Avenue.
7	Workshop #2	7/25/2012	The general location of proposed utilities per the utility cross-section was acceptable
8	Workshop #3	8/8/2012	LED light sources are to be used for all new lighting within the District.
9	Workshop #3	8/8/2012	Should permeable pavement systems be incorporated, consideration by type should follow staff preference/experiences 1-permeable pavers, 2- porous asphalt, and 3-pervious concrete.
10	Workshop #3	8/8/2012	Fewer light poles are preferred District-wide.
11	Workshop #3	8/8/2012	Lindau Link should have visually distinct lighting that would contribute to the street's character, pedestrian scale and sense of place.

Next Workshop Meeting: Date and time to be determined. A draft master plan/design guide document is anticipated to be reviewed at this meeting.